



**PATENT APPLICATION**

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re the Application of

Hideo YAHAGI

Group Art Unit: 1764

Application No.: 09/729,943

Examiner: T. DUONG

Filed: December 6, 2000

Docket No.: 108066

For: EXHAUST EMISSION CONTROL SYSTEM OF INTERNAL COMBUSTION  
ENGINE

**REQUEST FOR RECONSIDERATION**

Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Sir:

In reply to the July 14, 2006 Office Action, reconsideration of the above-identified application is respectfully requested. Claims 1, 2 and 7-10 are pending.

Claims 1, 2 and 7-10 were rejected under 35 U.S.C. §103(a) over Foster, U.S. Patent No. 5,857,140, in view of JP-A-10-231722 (JP '722), claims 1, 2 and 7-10 were rejected under 35 U.S.C. §103(a) over JP 07-232082 (JP '082) in view of JP '722, claims 1, 2 and 7-10 were rejected under 35 U.S.C. §103(a) over JP 1-119820 (JP '820) in view of JP '722, and claims 1, 2 and 7-10 were rejected under 35 U.S.C. §103(a) over JP 61-66610 (JP '610) in view of JP '722. The rejections are respectfully traversed.

None of the applied references disclose or suggest an exhaust emission control system with a high-density portion disposed within a catalyst substance and downstream in an exhaust gas flow direction from a notched portion, as recited in claims 1 and 2.

In all the rejections, JP '722 is used to suggest a high-density portion. However, JP '722's center catalyst 4 (alleged high density portion) is arranged in a recessed part 3a

(notched portion) of a catalyst 3 (Fig. 1 and Abstract). In other words, the center catalyst 4 is not downstream from the recessed part 3a. The Office Action does not assert that any of the other applied references disclose a high-density portion.

With JP'722, a high-density catalyst 4 is inserted into recessed part 3a. Because of this arrangement, a pressure loss occurs when the exhaust gas passes through the recessed part 3a. In other words, the exhaust gas cannot flow through the recessed part 3a smoothly, and, this results in a reduction in the amount of exhaust gas that flows toward the catalyst 3, located downstream from the recessed part 3a. Consequently, with the invention disclosed in JP'722, the sufficient effect by the heat spot cannot be obtained, as compared with that of the control system of claims 1 and 2.

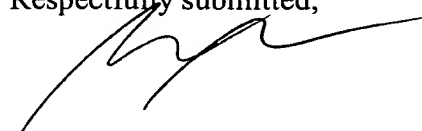
Accordingly, even if JP '722's center catalyst 4 is used in the other applied references (which Applicant asserts would not of been obvious), the center catalyst 4 would be in a notched portion (as asserted in the Office Action and as disclosed in JP '722) and not downstream from a notched portion, as recited in claims 1 and 2.

It is respectfully requested that the rejections be withdrawn.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



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Date: September 8, 2006

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